

Bombay. Dec. 17. The death-roll of Bombay City for the week ending Tuesday evening exceeded that of the preceding seven days by 259, the exact number being 1,131, equivalent to a death-rate of 81.24 per thousand per annum. Last week's figures eclipsed all previous records. It is again thrown into the shade. Whence we remember that the average total percentage of the increase will be appreciated. The disease is now literally distributed all over Bombay and the only sections in which fatal cases have not occurred are Tadmudi, Sewri, Sion and the Kurla. Kamadpuri, the centre of the affected area, has been the theatre of the three

ing 42. Mangon stands next with 37, in Umanichka the total is 25, in Mandvio 31, in Beyeula 19. The other sections in which double figures were registered were: Kharav, Talo. The first time since the outbreak one death occurred in the Explained section.

An analysis of the race table shows that 100% of the Russian, 8, Linpote 2, Bhariat, 1, Hindus of other castes 165, low caste 11, Mussulmans 30, Parses 7, Jews 2, and Negro Christians 10, Eurasians 1 European, Natio Africans and Chinese escaped during the outbreak, that several Europeans had died. Such is not the case. Six patients have been treated in St. George's Hospital. Of these four were Eurasians who died and two Europeans who recovered and are now individuals living in or near the native town.

The bubonic fever is not responsible for the whole increase in the mortality. Over four hundred persons died of other fevers during the outbreak, the majority of these being but 90. Close upon 200 persons died

of phthisis as compared with a mean of 7 per cent. in 1717. It is also a fact that in 1717 of 171 affections of the respiratory organs, against an average of 84. Diarrhoea proved fatal in a large proportion of the attacks, and altogether the week has been the blackest ever known in the city.

The little improvement shown at the commencement of the current week has unfortunately not been maintained. To-day's returns show 56 new cases and 24 deaths.

December 18.—The plague returns to-day show 67 cases and 30 deaths. A opinion has been expressed that it is not any worse than a month ago, but the cases are now being more actively portended as

December 20.—The plague returns today show 33 new cases and 36 deaths.

December 21.—The plague returns today show 49 new cases and 26 deaths. There was a marked decrease in the number of deaths from bubonic fever recorded in the twenty-four hours ending Sunday morning. The cloudy weather which prevailed yesterday and to-day, however, has been followed as from the first since the bubonic fever first manifested itself.

has been an increase in the number of cases in which the bubonic swellings have either been delayed in appearance or have wholly failed to appear. This is regarded as a very unsatisfactory symptom, indicating a milder type of disease. It has been associated with the commencement of a severe epidemic form of the disease.

However, experience is showing that measures the Health Department is taking are proving efficacious in stamping out the disease, and that the district is safe with but two or three exceptions the houses that had once been treated by the department had not had a renewal of the disease, and the few instances there have been

Dec. 22.—At a meeting of the Toronto Committee to consider the necessities of the plague last night, it was announced that the Governor was pleased to place at the disposal of the Committee for the purpose of establishing hospitals or segregating camps for the use of those who were lean- ing towards the opinion that the disease was introduced from outside.

It was then decided that Mr. Hamilton should be invited, in the absence of the reporters, to make a statement on the subject. The reporters were not admitted during this stage of the proceedings, Mr. Hankin gave an account of his views of the nature of the disease and of the mode in which infection was contracted.

the speaker was of opinion that either always or at least in the immense majority of cases the disease was not due to breathing the air. It was improbable in the highest degree that it was caused by the opening up and despoiling of the Bombay drains. It was likely that in most cases the disease was not due to food, but to inoculation through the skin. It is more likely that it was due to rats and other animals in insanitary godowns than to the ground itself. The speaker was of opinion that

it was the damp portions of houses such as sinks, bathrooms, etc., that stand most in need of disinfection. As a practical measure he advocated the use of chlorine of lime in the form of powder being less likely to hurt sensitive feelings than disinfectants in a liquid form. There were grounds for thinking that the disease attacked itself to a locality and until the locality had been sufficiently disinfected was advisable to evacuate it, but the speaker laid stress on his opinion that it was not necessary to leave a Dumbly merely the place in which there was infection.

Sms John Sloane, who in 1896 devised a number of pictures and statues, etc., to the Sloane Museum, indulged in a testament joke. He left three sealed cup-boards to be opened in 1898, 1899 and 1896.

last one was opened on Monday, and, in the chair of the execution, was expected to make a statement of the two previous up-burials—empty of but valueless papers. [This statement since been denied.—*Ep. G. M.*]

Temperature.

(Taken at *Misra Palomoe & Co.*,
Premises, Chancery Place.)

Thermobar, January 8, 1867.

| | | | |
|-----------------------|--------|-----|-------|
| Barometer— | 9 A.M. | 100 | 53.00 |
| Do. | 1 P.M. | 100 | 52.00 |
| Do. | 5 A.M. | 100 | 50.00 |
| Thermometer— | 9 A.M. | 100 | 65 |
| Do. | 1 P.M. | 100 | 71 |
| Do. | 5 A.M. | 100 | 69 |
| Do. (Wet bulb) 9 A.M. | 100 | | |

| | | | |
|-----|---------|--------|----|
| Do. | Do. | 17, M. | 66 |
| Do. | Do. | 87, M. | 68 |
| Do. | Maximum | 18, M. | 71 |
| Do. | Minimum | 18, M. | 71 |

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. of the 7th Instant will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, January 5, 1897. 21

Intimations.

THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two New Brunswick and Warr's Tables) being added to the Hotel.
A French Chef having been engaged the Cuisine will be second to none.

ROOMS FOR PRIVATE DINNERS.

Entrances:—Ice House Lane, Queen's Road, and Duddell Street.

FREDERICK BISHOP, Manager.

1909 THOMAS'S GRILL ROOM.

WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as 'COGNAC HOUSE', offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor and Manager.

Hongkong, November 24, 1894. 1897

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

For further Particulars, apply to THE MANAGER.

New Victoria Hotel.

Hongkong, November 24, 1896. 725

NEW VICTORIA HOTEL.

ROTISSERIE.

Made a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, September 3, 1896. 1786

UP THE YANGTSE.

BY E. H. PARKER, with SKETCH MAPS.

PRICE, \$1.50.

CONTENTS:

The Yangtze Gorges and Rapids in Hupeh.

The Rapids of the Upper Yangtze.

The Yachu-mecum of the Traveller.

Special Observations.

A Journey in North Szechuan.

Man-chuan and the Kung-tan River.

Up the Kiang River.

The Great Salt Wells.

Kang Kwei Chien.

The Wilds of Hu-pai.

Szechuan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALKER, Limited.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

THIS PAMPHLET is now Ready and may be had at the

OFFICE OF THIS PAPER.

Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALKER, and Mr. W. BRADY & Co.

Price, 50 Cents.

EXTRACTS.

Sweet Scent from Flowers.

RIGAUD'S WHITE VIOLETS.

RIGAUD'S WHITE ROSE.

RIGAUD'S WHITE JASMIN.

RIGAUD'S WHITE LILAC.

RIGAUD'S WHITE NEROLI.

RIGAUD'S WHITE STANGE.

RIGAUD'S YLANG-YLANG.

RIGAUD'S FOUQUE ROYALE.

RIGAUD & Co. Proprietors, PARIS.

For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co.'s Steamship *Yupoh*, Captain QUAIL, will be despatched on SATURDAY, the 9th January, at 2 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 6, 1897. 2631

FOR SHANGHAI.

The Steamship *Leongmoon*, Captain F. SCHULZ, will be despatched for the above Port on SATURDAY, the 9th January, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, January 6, 1897. 25

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship *Nippon*, Captain HALL, will be despatched for the above Ports on SUNDAY, the 10th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LA PRAY & Co., General Managers.

Hongkong, January 7, 1897. 13

NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN AND NAGASAKI.

The Co.'s Steamship *Sandai Maru*, Captain C. OLSEN, will be despatched for the above Ports on FRIDAY, the 15th Instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, January 7, 1897. 42

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(SUBJECT TO ALTERATION.)

Mount Lebanon (Saturday) 10th January.

Taking Passengers and Cargo for UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Mount Lebanon*, will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBÉ and YOKOHAMA, on SATURDAY, the 10th January, 1897.

Consular Invoice of Goods for United States Ports should be in Quarters before, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, December 30, 1896. 2648

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Yamashiro Maru*, Captain J. JONES, will be despatched for the above Ports on TUESDAY, the 19th January, at Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A daily-qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, December 31, 1896. 2650

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS and taking through-fare to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship *Australian*, Captain HALLS, will be despatched for the above Ports on THURSDAY, the 21st Instant, at 9 a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, January 7, 1897. 34

FOR NEW YORK VIA SUEZ CANAL.

To follow the S.S. *Polypemus*.

The Steamship *Port Adelaide*, will be despatched for the above Ports on or about 30th January, 1897.

S. S. *Thorpe*, to sail about 14th Feb., 1897.

S. S. *Strathmore*, to sail about 28th Feb., 1897.

A Warrack Steamer, to sail about 15th March 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, December 25, 1896. 2649

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

The Steamship *Glorious*, Captain VIVIAN, will be despatched as above on or about WEDNESDAY, the 13th Instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 6, 1897. 29

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Pyrites*, Captain BARR, will be despatched as above on THURSDAY, the 14th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 30, 1896. 2614

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HAMBURG, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Peking*, Captain H. L. ALLEN, Commandant, will be despatched as above on or about the 14th January.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, January 6, 1897. 2691

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship *Polypemus*, Captain GROWING, will be despatched on FRIDAY, the 16th January, 1897.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 19, 1896. 2684

Sailing Vessels.

FOR SAN FRANCISCO.

The British Barque *Sunbeam*, Captain REYNOLDS, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, December 7, 1896. 2471

FOR NEW YORK.

The 33 L.I. American Barque *Providence*, Capt. MACLEOD, will load here for the above Port, and will have quick dispatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, November 30, 1896. 2408

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The 100 A.T. Iron 4-mast British barque *Matterhorn*, Captain J. WILLIAMS, will soon be ready to load for the above Port and will have quick dispatch.

For Freight, apply to MELOERS & Co., Agents.

Hongkong, November 23, 1896. 2399

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERBIAH GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *GANGES*, Captain T. F. CANNON, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, etc., on THURSDAY, the 14th January, 1897, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *PENINSULAR*, leaving that Port for LONDON Direct on the 6th FEBRUARY, 1897.)

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 31, 1896. 2666

Mails.

Occidental & Oriental Steamship Company.

TRADING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Kobe, Inland Sea, Yokohama and H'Kong) SATURDAY, Jan. 16, at noon.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'Kong) THURSDAY, Feb. 4, at noon.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'Kong) TUESDAY, Feb. 23, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 16th January, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages must be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, must be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, December 23, 1896. 2638

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'Kong) TUESDAY, Jan. 26, at noon.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'Kong) SATURDAY, Feb. 13, at noon.

City of San Francisco (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'Kong) TUESDAY, March 2, at noon.

THE U.S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 26th January, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, January 7, 1897. 26

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class Table, Doctors and Stewards carried.

HONGKONG TO NEW YORK, \$850.

The Railroad traveling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

Olympia 2,008 Tuesday, Jan. 19.

Brutus 3,601 Tuesday, Feb. 9.

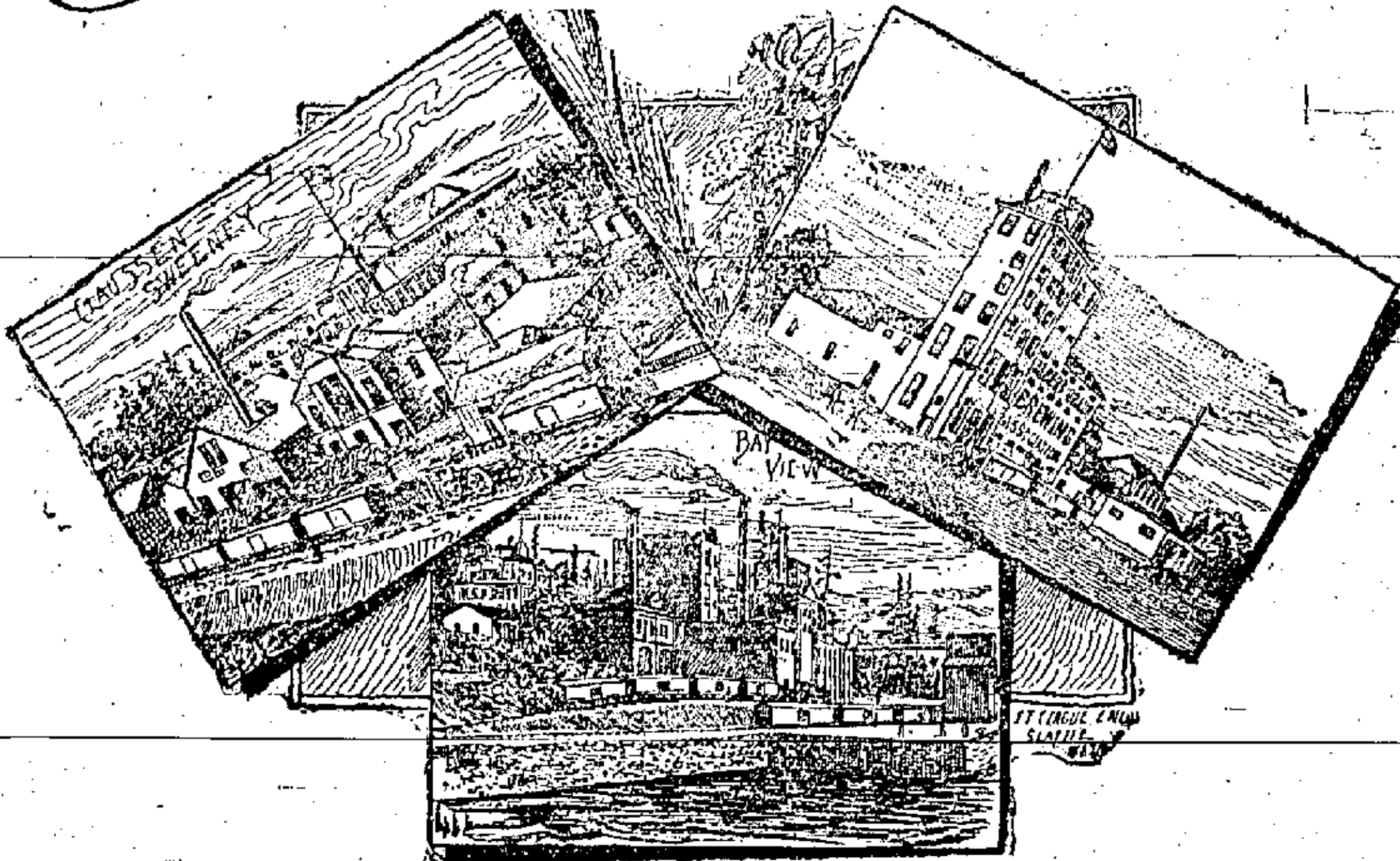
Intimations.

Rainier Beer, Try it!

Rainier Beer, Try it!

AN
INVIGORATING
Tonic.A HEALTHFUL
AND
REFRESHING
DRINK.

SEATTLE BREWING & MALTING CO.

BREWED FROM
WATERS UNSUR-
PASSED FOR
PURITY.BREWED ONLY
WITH BAVARIAN
AND
BOHEMIAN HOPS.

REMARKS.

Unsurpassed as a tonic for the ladies. Once tried by them they will agree with the remarks of our other lady friends and continue to patronize us. For the gentlemen it is a cooling and refreshing drink. All who have tried it stand by it. We only ask one trial and will then rest on our merits.

F. BISHOP,

Acting Manager.

SEATTLE BREWING & MALTING CO.,

HONGKONG BRANCH,

ICE HOUSE LANE.

[1897]

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the Tred of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

| Section. | Vessel's Name. | Agent. | Flag and Rig. | Tons. | Nett. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|--|----------------|--------|---------------|-------|-------|------------------|-----------------------|---------------------------|----------|
| 1. From Green Island to the Gas Works. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 2. From Gas Works to Jardine's Wharf. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 3. From Jardine's Wharf to the Harbour Master's Office. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 4. From Harbour Master's Office to the P. & O. Co.'s Office. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 5. From P. & O. Co.'s Office to Peddar's Wharf. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 6. From Peddar's Wharf to the Naval Yard. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 7. From Naval Yard to Blue Buildings. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 8. From Blue Buildings to East Point. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 9. From East Point to North Point. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 10. From North Point to Kowloon. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |
| 11. From Kowloon to the Harbour. | Amoy | 8 | Kent | Brit. | str. | 1656 | Jan. | 8 Jardine, Matheson & Co. | |

Insurances.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,700,000.

TOTAL ANNUAL INCOME, £250,000.

THE Underwritten, having been appointed

AGENTS of the above Society in Hong-

kong, is prepared to issue POLICIES against

FIRE on the usual terms.

HARRY WICKING,

Agent.

1421

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1895,

£12,455,131.

Authorised Capital, £3,000,000.00

Subscribed Capital, £2,750,000.00

Paid-up Capital, £2,500,000.00

Funds, £2,001,016.2.9

HAVING been appointed AGENTS of the

above Company we are prepared to

ACCEPT EUROPEAN AND CHINESE RISKS at

Current Rates.

SHEWAN, TOMES & Co.,

Agents.

Hongkong, July 23, 1896.

1470

Intimations.

THE CHINESE MAIL

報日字華

(Wah To Yat Po)

THIS paper is now issued every day.

The subscription is fixed at Five

Dollars per annum delivered in Hong-

kong, or Eleven Dollars Four Cents in-

cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued under purely native direction. The

chief support of the paper is of course

derived from the native community,

amongst whom also are to be found the

guarantors and securities necessary to

place it on a business and legal footing.

The proprietors, basing their estimates

upon the most reliable information from

the various Ports in China and Japan,

from Australia, California, Singapore, Pe-

nan, Saigon, and other places frequented

by the Chinese, consider themselves justified

in guaranteeing a large and ever-increasing

circulation. The advantage offered to ad-

vertisers is therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

it.

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SHARE LIST—QUOTATIONS—JANUARY 8, 1897.

| Stocks. | No. of Shares. | Value. | Paid-up. | Closing Quotations, Cash. |
|---|----------------|--------|------------------|-----------------------------------|
| Hongkong and Shanghai Bank Corp. | 30,000 | 120 | all | 183 1/2 prem. = \$353.75, sellers |
| Bank of China & Japan, Limited | 33,950 | 6.2 | 5 nom. | |
| preference shares | 33,950 | 6.2 | 2 1/2 nom. | |
| ordinary | 1,250 | 1.5 | 1.25 | |
| deferred | 1,250 | 1.5 | 8 3/8 | |
| National Bank of China, Limited. | 10,000 | 250 | 50 | 177 1/2, ex div., sellers |
| Canton Insurance Office Co., Ltd. | 10,000 | 100 | 20 | 174 1/2, sales |
| China Traders' Insurance Co., Ltd. | 24,000 | 83.33 | 20 | 174 1/2, sales |
| North-China Insurance Co., Ltd. | 5,000 | 100 | 20 | 174 1/2, sales |
| Straits Insurance Co., Ltd. | 30,000 | 100 | 20 | 174 1/2, sales |
| Union Insurance Society, Ltd. | 10,000 | 100 | 20 | 174 1/2, sales |
| Yonghe Insurance Association, Ltd. | 8,000 | 100 | 20 | 174 1/2, sales |
| China Fire Insurance Co., Ltd. | 20,000 | 100 | 20 | 174 1/2, sales |
| Hongkong Fire Insurance Co., Ltd. | 8,000 | 250 | 50 | 174 1/2, sales |
| H'kong & Whampoa Dock Co., Ltd. | 12,500 | 125 | all | 217 1/2 prem. = \$306.25, sales |
| China and Manila S. S. Co., Ltd. | 5,000 | 50 | all | \$37, sellers |
| Douglas Steamship Co., Limited. | 20,000 | 50 | all | \$59, buyers |
| H.K. & M. Steamship Co., Ltd. | 80,000 | 10 | all | \$122 1/2, sales and sellers |
| Indo-China S. N. Company, Limited | 60,000 | 10 | all | \$40, buyers |
| China Mutual S. N. Co., Ltd. | 20,000 | 10 | all | \$25, buyers |
| Do. (new issue) | 20,000 | 10 | all | \$25, buyers |
| China Sugar Company, Limited. | 20,000 | 100 | all | \$135, sellers |
| Luzon Sugar Company, Limited. | 7,000 | 100 | all | \$45, buyers |
| H.K. & Kow. Wharf & Godown Co., Ltd. | 30,000 | 50 | all | \$59, buyers |
| Warehouse and Storage Company, Limited. | 2,000 | 100 | all | \$71 1/4 |
| Hongkong Land Investment and Agency Company, Limited. | 50,000 | 100 | all | \$75 1/2, sales and buyers |
| Kowloon Land and Building Com- | 6,000 | 50 | all | \$317, sellers |
| pany | 6,000 | 50 | all | \$317, sellers |
| Humphreys' Estate & Finance Co., | 25,400 | 10 | all | \$91, sales |
| West Point Building Co., Limited. | 12,500 | 50 | all | \$91 1/2, buyers |
| H.K. High Level Tramways Co., Ltd. | 1,250 | 100 | all | \$93, sellers |
| Jelabu Mining & Trading Co., Ltd. | 10,000 | 5 | all | \$2.50, sellers |
| Panjoon Mining Co., Ltd. | 10,000 | 5 | all | \$102, ex div. |
| Société Francaise des Charbon- | 12,000 | 500 | all | \$65, buyers |
| nages du Tonkin. | 12,000 | 500 | all | \$65, buyers |
| New Balmoral Gold Mining Co., Ltd. | 50,000 | 3 | all | \$1.25, buyers |
| Kaob Auet. Gold Mining Co., Ltd. | 15,000 | 2 | all | \$9, sellers |
| Olivera Freshhold Mines, Ltd. | 15,000 | 5 | all | \$30, sellers |
| FLATIRON, ETC. | 15,000 | 5 | all | \$30, sellers |
| China-Borneo Company, Ltd. | 7,500 | 100 | all | \$50, nom. |
| H. G. Brown & Co., Limited, in liq. | 6,000 | 50 | all | in liq. |
| Hongkong Hotel Company, Ltd. | 12,000 | 50 | all | \$31, buyers |
| A. S. Watson & Co., Limited. | 30,000 | 10 | all | \$12 1/2, sales |
| Dakin, Cruickshank & Co., Ltd. | 50,000 | 5 | all | nom. |
| H.K. and China Gas Co., Limited. | 7,000 | 10 | all | \$110 |
| Hongkong Electric Co., Limited. | 30,000 | 10 | all | \$68.50, sales and buyers |
| Green Island Cement Co., Ltd. | 20,000 | 10 | all | \$118 1/2, buyers |
| H.K. Asbestos Eastern Agency, Ltd. | 3,000 | 1.21 | all | \$3, sellers |
| Edwards & Co., Ltd. | 7,000 | 12 | all | 15 1/2, sellers |
| Campbell, Moore & Co., Limited. | 1,200 | 20 | all | \$3 |
| Geo. Fenwick & Co., Limited. | 8,000 | 20 | all | \$5.25, sales and buyers |
| Hongkong Bakery Company, Ltd. | 8,000 | 50 | all | \$30 |
| Hongkong Dairy Farm Co., Ltd. | 10,000 | 7 1/2 | all | \$5.25, nom. |
| Hongkong Ice Company, Limited. | 5,000 | 25 | all | \$10.00, buyers |
| H'kong Rope Manufacturing Co., Ltd. | 5,000 | 50 | all | \$14 1/2 |
| New Cotton Spinning and Weav- | 10,000 | 100 | all | \$100, Th. 80 |
| ing Co., Ltd. | 10,000 | 100 | all | \$100, Th. 80 |
| Intestational Cotton Manufactur- | 10,000 | 100 | all | \$100, Th. 80 |
| ing Co., Ltd. | 10,000 | 100 | all | \$100, Th. 80 |
| Loat-King-Mow Cotton Spinning | 8,000 | 100 | all | \$100, Th. 80 |
| and Weaving Co., Ltd. | 8,000 | 100 | all | \$100, Th. 80 |
| Garneth & Co., Ltd. | 2,000 | 25 | all | \$20.95 |
| Boy Oles Cotton Spinning Co., Ltd. | 2,000 | 500 | all | \$500, Th. 80 |
| Founder's shares | 2,000 | 500 | all | \$500, Th. 80 |
| JOINT. | Amount. | Value. | Interest. | Quotation. |
| Chinese Imperial 1894 | 100,000 | 100 | 7 1/2 p. annuall | 2 prem. |
| A. G. BROOKS, Share-broker. | | | | |

Her Britannic Majesty's Ships on the China Station.

| Name. | Rig. | Tons. | Guns. | H.P. | Captain. | Where at. |
|----------------|--------------------------------|--------|-------|--------|--------------------------------|-------------|
| Zeus | two-masted cruiser 2nd class | 3600 | 21 | 9000 | Captain Robert L. Groome | Shanghai |
| Albatross | despatch-vessel | 1760 | 12 | 2000 | Commander F. G. De Lisle | Singapore |
| Archer | cruiser 3rd class | 1770 | 16 | 3500 | Comd. C. E. Kingsmill | Yokohama |
| Centaurus* | two-masted battle ship | 10,500 | 41 | 13,900 | Captain Spencer H. Legin | Hongkong |
| Daphne | sloop | 1146 | 10 | 2000 | Commander Macdathur | Manila |
| Esk | gunboat 2nd class | 983 | 0 | 300 | Lt.-Com. W. P. Barton | Hongkong |
| Frederick | g.-bt. 3rd class coast defence | 455 | 6 | 360 | Lieut.-Com. Vernon Maud | Wenchow |
| Grafton | gunboat 2nd class | 7360 | 36 | 12,900 | Captain E. P. Jones | Tokohama |
| Handy | two-masted cruiser, 1st class | 260 | 0 | 400 | Lieut. A. Gillespie | K'loon Dock |
| Hart | torpedo boat destroyer | 290 | 6 | 400 | Lieut. H. P. Sankesear | Hongkong |
| Hummer | torpedo boat destroyer | 260 | 6 | 400 | Comd'r H. W. Wieg | Hongkong |
| Immortalite | storeship | 260 | 0 | 400 | Captain Edward Chicketer | Hongkong |
| Longel | armoured cruiser, 1st class | 5600 | 34 | 8600 | Commander R. C. Sparkes | Tientsin |
| Narcissus | gun-vessel 2nd class | 766 | 8 | 810 | Commander McAlpine | Nagasaki |
| Peacock | armoured cruiser, 1st class | 5600 | 34 | 8600 | Lieut. P. S. St. John | Nagasaki |
| Penguin | gunboat 1st class | 766 | 16 | 1200 | Lieut. Dormer | Manila |
| Pique | gunboat 1st class | 765 | 16 | 1200 | Acting Lieut. Graham | Manila |
| Plover | cruiser 2nd class | 3600 | 21 | 9000 | Lieut. Spencer V. Y. de Horsey | Shanghai |
| Porpoise | gunboat 1st class | 765 | 10 | 1200 | Commander H. B. Felly | Hongkong |
| Rainbow | cruiser 2nd class | 3600 | 21 | 9000 | Captain Wm. O. O. Forsyth | Singapore |
| Recluse | gunboat 1st class | 711 | 19 | 1900 | Lt.-Com. Hon. G. A. Hardinge | Nagasaki |
| Reynolds | gunboat 1st class | 10 | 866 | 1200 | Lieut.-Com. E. H. Grafton | Hankow |
| Spartan | gunboat 1st class | 3600 | 21 | 9000 | Captain Alfred L. Winloe | Manila |
| Swift | two-masted cruiser 2nd class | 766 | 8 | 870 | Act-Com. Youel | Hongkong |
| Tanager | gun-vessel 2nd class | 2047 | — | — | — | Hongkong |
| Tweed | gun-vessel 2nd class | 383 | 5 | 200 | — | Hongkong |
| Undaunted | g.-bt. 3rd class coast defence | 5980 | 22 | 8600 | Captain John S. Hallifax | Nagasaki |
| Victor Rumanul | armoured cruiser | 5167 | 14 | — | Commander C. Holland | Hongkong |
| Wiven | receiving ship | 2180 | 12 | 1000 | — | Hongkong |
| | coast defence ship, armoured | 5750 | 12 | — | — | Hongkong |

